

Submission P001 (Walt Desatoff, Malofy Farms, August 24, 2011)

8/24/11



CALIFORNIA
High-Speed Rail Authority

Comment Card
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section

Draft Environmental Impact Report/
Environmental Impact Statement (EIR/EIS)

**Public Hearings
September 2011**

Please submit your completed comment card at the
end of the meeting, or mail to:

Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

**La Sección de Fresno a Bakersfield del Tren de Alta
Velocidad** Proyecto de Informe de Impacto Ambiental/
Declaración de Impacto Ambiental (EIR/EIS)

**Audiencias Públicas
Septiembre del 2011**

Por favor entregue su tarjeta completada al final de la
reunión, o envíe por correo a la siguiente dirección:

Fresno to Bakersfield DEIR/EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The comment period is from August 15 to September
28, 2011. Comments must be received electronically, or
postmarked, on or before September 28, 2011.

El periodo de comentario es del 15 de Agosto al 28
de Septiembre del 2011. Los comentarios tienen que ser
recibidos electrónicamente, o matasellos, el o antes
del 28 de Septiembre del 2011.

Name/Nombre: WALT DESATOFF

Organization/Organización: MALOFY FARMS

Address/Domicilio: 30592 MERCED AVE SHAFTER, CA 93263 15850 WASCO AVE
WASCO, CA 93280

Phone Number/Número de Teléfono: (661) 619-4964; (661) 746-2906

City, State, Zip Code/Ciudad, Estado, Código Postal: SHAFTER, CA 93263

E-mail Address/Correo Electrónico: desatoff_walter@hotmail.com

(Use additional pages if needed/Usar páginas adicionales si es necesario)

P001-1

The issuing of the DEIR has done little to ease my concerns and
dissolve for the entire project. The questions I brought up at the 1/20/11 infor-
mation meeting were vaguely answered to my insufficient satisfaction. In the
meets I attended there were no proposed spans shown to the proposed
maintenance facilities, a 7th Standard or Wasco projects, this clearly
would very clearly evoke strong opinions from me regarding the
importance and involvement of 1/2 of our properties. What come
to the table with the entire program? Unacceptable! Also, we have

P001-2

some parcels being divided with access to the closed off paved

P001-3

that haven't even allowed the agricultural community to drive trucks

P001-4

several miles to use overpasses to access roads, which by the way

P001-5

will need to have water wells drilled by CA HSR to mitigate isolated

P001-6

properties. The adverse effects of the Shafter-Wasco bypass Route 15

P001-7

in direct opposition w/ the ballot issue as written that stated that

where possible the road would parallel Section existing rail lines. The pro-
posed Shafter bypass exists in financial terms & that shows little to no-

respect to capturing of agricultural buildings. To the right thing and if

built without in the road as written



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of Transportation
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Response to Submission P001 (Walt Desatoff, Malofy Farms, August 24, 2011)

P001-1

Refer to Standard Response FB-Response-GENERAL-04

Refer to Standard Response FB-Response-AG-04

The location of the proposed maintenance facilities for this section of the route has not been determined. The spur tracks for the selected facilities will be included in the design of the facilities.

P001-2

Refer to Standard Response FB-Response-AG-02.

P001-3

Refer to Standard Response FB-Response-AG-02 and FB-Response-AG-04.

P001-4

Refer to Standard Response FB-Response-GENERAL-10.

P001-5

Refer to Standard Response FB-Response-GENERAL-10.

While the overall impact of the project on agricultural operations in the San Joaquin Valley is not expected to be significant, the project would adversely affect individual farms and other agricultural operations.

Construction of the HST System would result in disruption to or removal of existing infrastructure, such as buildings and other structures, pumps and wells, reservoirs/tailwater ponds, irrigation systems (including distribution lines, canals, and gravity flow systems), power supplies, and access. These disruptions and removals would be, understandably, very important to individual farm owners and operators and in extreme cases may make continuing the existing agricultural operation infeasible.

Submission P002 (Jim Wheeler, City of Wasco Housing Authority, August 24, 2011)



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Name/Nombre: Jim Wheeler

Organization/Organización: City of Wasco Housing Authority

Address/Domicilio: 250 H. St. Wasco 93280

Phone Number/Número de Teléfono: 661-758-6040

City, State, Zip Code/Ciudad, Estado, Código Postal:

E-mail Address/Correo Electrónico: jamwheeler@aol.com

(Use additional pages if needed/Usar paginas adicionales si es necesario) Wascohousinga@bkr.rr.com

P002-1

I have 2 concerns regarding the impact for the Wasco
Housing Authority residents.

#1- Noise + Aesthetics

#2- Access - The WHA is already "segregated" from the
rest of the community by the railroad line - by constructing
another rail line (even though it is elevated) it will
further "cut off" the WHA. There is only one way for the
residents of the WHA to cross on foot (6th St). I think it
should be imperative for the CHSRA to provide a pedestrian
crossing for the WHA folks to use.

P002-2



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Response to Submission P002 (Jim Wheeler, City of Wasco Housing Authority, August 24, 2011)

P002-1

Refer to Standard Response FB-Response-N&V-03, FB-Response-N&V-05, and FB-Response-AVR-03.

See also Mitigation Measures AVR-MM#2b and #2c.

P002-2

Access at Sixth Street in Wasco will remain open to pedestrians under the BNSF Alternative because the HST track is elevated at this point.

For information about impacts causing disruption to the community of Wasco, see the Revised DEIR/Supplemental DEIS, Volume I, Section 3.12, Impact SO #7, and Mitigation Measure SO-1, for information on measures to reduce the impacts.